

COMMERCIAL BULLETIN

MAST

 MARINE and SAFETY TASMANIA
making boating better

Welcome to Issue 9 of MAST's Commercial Bulletin

DENISON CANAL DREDGING

Agitation dredging was recently completed at three locations at the Denison Canal. A section of the eastern approach channel in Blackman Bay and a small section inside the lateral marks in the southern approach channel in Dunalley Bay, which had both shoaled in recent years, have been dredged. The minimum depth of each approach is now -1.8m at Chart Datum (CD). The dredging provided increases in depth of up to 700mm in some areas.

A third section just east of the swing bridge within the canal was also agitated to provide the same depth (1.8m CD).

Further information for vessel operators wishing to transit the Canal is available on the MAST website.



CYGNET JETTY

The new Cygnet public jetty is now complete. The jetty is located adjacent to the boat ramp off Lymington Road. This site provides safer and more convenient vehicle access and better parking than the site of the old jetty.

The new structure is built from steel piles, concrete headstocks and concrete deck allowing for a maximum vehicle capacity of 10 tonnes Gross Vehicle Mass (GVM). This will allow service and fish processing vehicles to access the jetty.



Due to the number of vessels in the area and the demand on the jetty, most of the jetty is designated for loading and unloading, meaning vessels cannot be left unattended without permission from MAST.

ELECTRICAL SAFETY

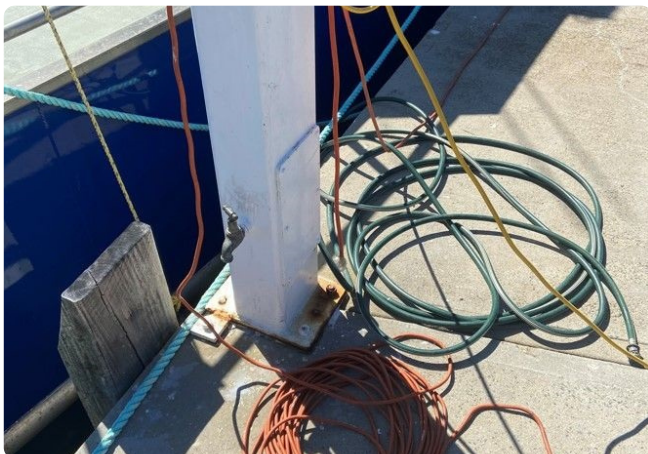
The MAST website Facility Finder (<https://mast.tas.gov.au/facilities/>) lists all the wharves and jetties around the state that are regularly used by DCVs. The finder also identifies which of these facilities have power available. This is listed under the amenities section of each individual facility.

It is important for operators to ensure that electrical cables used for shore power are compliant with electrical safety standards, with the applicable standard for single-phase power connections being Australian Standard AS3004.

In relation to electrical cables for shore power connections, commercial operators are reminded of the following points:

- Only one vessel should be connected at any one time to a single shore supply socket-outlet, and cables should be single length without joins;
- Shore connection cables need to be an appropriate size for the electrical requirements of the vessel. This is required to be a minimum 2 Core + Earth Orange (or Yellow) circular cable with a recommended conductor size of 2.5mm²;
- Cable connections need to be in good condition and be of an appropriate IP rating;

Cables must be maintained in good condition and should be tested and tagged by an electrician or competent person every 12 months.



Cables should follow the most direct route to the vessel, and if crossing a walkway should be covered by a rubber cable protector so that the cable is not a trip hazard.



INDEPENDENT REVIEW OF THE NATIONAL LAW

The Australian Department of Infrastructure, Transport, Regional Development and the Arts has commissioned a comprehensive review of the National Law for Domestic Commercial Vessels and associated legislative framework.

In August 2022, as a result of the independent review, a draft Interim Safety Report (Phase 1) was released and consultation on Phase 2 of the review has recently commenced seeking feedback in relation to costs and charging arrangements by 27 January 2023.

Information on the review and the current consultation can be found on their website at the following link -

<https://www.infrastructure.gov.au/have-your-say/review-domestic-commercial-vessel-safety-legislation-phase-2-costs-and-charging-arrangements>

PELICAN POINT DREDGING

A section of the navigation channel at Pelican Point in Georges Bay has also been recently agitated to ensure a minimum depth of -2.5m at Chart Datum (CD).

The channel provides access to the port of St Helens and is dredged three times annually to ensure the target minimum depth is maintained.

Recent flooding has seen an alternate channel deepen, however this is not marked and historically will shoal again without any further flood events. For this reason, the Pelican Point channel is the one chosen to be marked with lateral buoys and regularly dredged.

Vessels entering the port should seek local knowledge before crossing the barway.

OIL RESPONSE SPILL KITS

To strengthen environmental protection at St Helens Wharf and Southport Jetty fuel facilities, oil spill kits will soon be installed.

Containing absorbent material, booms and pads as well as clean-up equipment, these kits are for quick first response to minor fuel spills at these facilities.



Oil Spill Kits

ARTIFICIAL REEFS

One of two new artificial reefs has been recently installed. The reef, consisting of 116 separate precast concrete modules, is located in Great Bay in the D'Entrecasteux Channel. The modules have been installed across an area 200m x 200m with the location of the centre point being 43° 12.803'S / 147° 18.555'E (WGS84). Further location details will appear on electronic navigation charts shortly.

The depth of water within the reef site varies, but the minimum depth over the modules is -11.55m at Chart Datum (CD).

Whilst the reef has been installed to provide habitat for a range of species that will ultimately provide an increase in recreational fishing opportunities, commercial vessel operators should familiarise themselves with the location to ensure activities such as anchoring do not impact the reef.

A second reef, to be located approximately 3 nautical miles off Turners Beach, is programmed to be installed in February 2023. These reefs are a result of a 2018 election commitment.



Installation of concrete reef modules

VHF RADIO COVERAGE

VHF coverage by Tas Maritime Radio (TMR) of the west coast was always going to be quite a challenge. Mountain top base stations require reliable interlinking as well as linking back to TMR's Hobart operations centre. Facilities at Mt Read were made available to TMR by Tas Networks as a community service and the picture shows volunteer TMR riggers at Mt Read installing the antenna that links down to the Elliot Range base, which was funded by MAST.

As a result of cooperation between TMR, MAST and Tas Networks, TMR now has extensive west coast coverage from base stations at Elliot Range, Mount Read and Three Hummock Island.

Although the VHF coverage is considerable, Tas Maritime recommends that vessels plying remote west coast regions also carry and use an HF radio as a backup. TMR has recently upgraded and increased the power output on HF frequencies.



Riggers at the top of the Mt Read tower installing a robust radio link antenna for this extreme environment. This is to control the Elliot Range base.

CCTV NETWORK - MAST FACILITIES

To complement MAST's management of marine facilities, the existing CCTV installations currently located at Dover Jetty, Nubeena Jetty, Sullivans Cove Marina, Dunalley Jetty and Millbrook Rise Pontoon, have recently been expanded to include sites at Port Arthur Jetty, Margate Jetty and Kettering Jetty.

The digital high-resolution cameras all have pan, tilt, and zoom capacity, and intuitively view moving targets across the entire facility in addition to viewpoints. Operation of the camera is protected by an Uninterrupted Power Supply (UPS) and footage is real-time and also stored for later review as required. These valuable assets will help manage and protect users and vessels while alongside.



CCTV Cameras on MAST Facilities

Marine and Safety Tasmania

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